
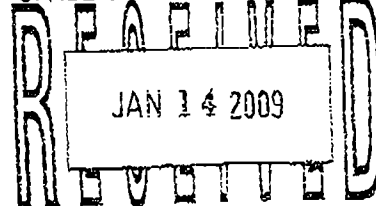


2008-407-T

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| | | | | | |
|---|--|---|---|--|-------------------------------|
|  | | US DOT # 1605939 | | Legal: INTEGRITY COMPREHENSIVE TRANSPORTATION SERVICES INC Operating (DBA): CAPITAL CONNECTIONS | |
| MC/MX #: 680893 | | Federal Tax | | | |
| Review Type: Safety Audit - New Entrant | | | | | |
| Scope: Entire Operation | | Location of Review/Audit: Company facility in the U. S. | | | Territory: |
| Operation Types | | Interstate | Intrastate | | |
| Carrier: Non-HM | | N/A | Business: Corporation | | |
| Shipper: N/A | | N/A | Gross Revenue: \$1,200.00 for year ending: 12/31/2008 | | |
| Cargo Tank: N/A | | | | | |
| Company Physical Address: | | | | | |
| 101 TEAL WAY COLUMBIA, SC 29229 | | | | | |
| Contact Name: Eric Eaddy | | | | | |
| Phone numbers: (1) 877-786-7005 (2) 803-673-1622 Fax 803-740-6462 | | | | | |
| E-Mail Address: | | | | | |
| Company Mailing Address: | | | | | |
| 101 TEAL WAY COLUMBIA, SC 29229 | | | | | |
| Carrier Classification | | | | | |
| Authorized for Hire | | | | | |
| Cargo Classification | | | | | |
| Passengers | | | | | |
| Does carrier transport placardable quantities of HM? No | | | | | |
| Is an HM Permit required? N/A | | | | | |
| Driver Information | | | | | |
| | | Inter | Intra | Average trip leased drivers/month: 0 | |
| < 100 Miles: | | | | Total Drivers: 2 | |
| >= 100 Miles: | | 2 | | CDL Drivers: 2 | |
| Equipment | | | | | |
| | | Owned | Term Leased | Trip Leased | Owned Term Leased Trip Leased |
| Motor Coach | | 1 | 0 | 0 | |
| Power units used in the U.S.: 1 | | | | | |
| Percentage of time used in the U.S.: 100 | | | | | |

OFFICE OF REGULATORY STAFF





Part A

QUESTIONS regarding this report or the Federal Motor Carrier Safety or Hazardous Materials rules may be addressed to the Office of Motor Carriers at:

10311 Wilson Blvd. or PO Box 1498 Blythewood, SC 29016-0027
attn: James Lyons (803)896-9977 or (803)530-4929

This SAFETY AUDIT will be used to assess your safety compliance.

Person(s) Interviewed

Name: Eric Eaddy

Title: CEO

Name: Karim Johnson

Title: CEO, Georgia Operations





Part B - Questions and Answers

An asterisk (*) beside an answer indicates an area of non-compliance by the motor carrier, and negatively affects the results of the audit.

Question General # 1 - Section # 387.7(a) Acute

Does the carrier have the required minimum level of financial responsibility in effect?

Answer

Yes

Comments

Question General # 2 - Section # 387.7(d) Critical

Does the carrier have required proof of financial responsibility?

Answer

Yes

Comments

Question General # 3 - Section # 390.15(b)(1)

Can the carrier provide a complete accident register of recordable accidents?

Answer

N/A

Comments

Question General # 4 - Section # 390.15(b)(2) Critical

Does the carrier have copies of all accident reports required by States or other government entities or insurers?

Answer

N/A

Comments

Question General # 5 - Section # 390.3(e)

Is the carrier knowledgeable of the FMCSRs/HMRs?

Answer

Yes

Comments

Question General # 6 - Section # 390.21

Does the carrier know the commercial motor vehicles marking requirements?

Answer

Yes

Comments

Question Driver # 1 - Section # 391.51(a) Critical

Does the carrier maintain complete driver qualification files?

Answer

Yes

Comments

Question Driver # 2 - Section # 391.11(b)(4) Acute

Is the carrier using physically qualified drivers?

Answer

Yes

Comments

Question Driver # 3 - Section # 391.45(a), 391.45(b) Critical

Does available evidence indicate the motor carrier has used a driver without a medical certificate or with an expired medical certificate?

Answer

No

Comments

Question Driver # 4 - Section # 391.15(a) Acute

Is the carrier using any disqualified drivers?

Answer

No

Comments



**Part B - Questions and Answers**

An asterisk (*) beside an answer indicates an area of non-compliance by the motor carrier, and negatively affects the results of the audit.

| | |
|---|----------------------|
| Question Driver # 5 - Section # 391.51(b)(2) Critical Does the carrier maintain driving and employment history inquiry data in driver qualification files? Comments | Answer Yes |
| Question Driver # 6 - Section # 382.115(a) Acute Has the carrier implemented an alcohol and/or controlled substances testing program? Comments | Answer Yes |
| Question Driver # 7 - Section # 382.213(b) Acute Has the carrier used drivers who have used controlled substances? Comments | Answer No |
| Question Driver # 8 - Section # 382.215 Acute Has the carrier used a driver who has tested positive for a controlled substance? Comments | Answer No |
| Question Driver # 9 - Section # 382.201 Acute Has the carrier used a driver known to have an alcohol concentration of 0.04 or greater? Comments | Answer No |
| Question Driver # 10 - Section # 382.505(a) Acute Has the carrier used a driver found to have an alcohol concentration of .02 or greater but less than .04 within 24 hours of being tested? Comments | Answer No |
| Question Driver # 11 - Section # 382.301(a) Critical Has the carrier ensured that drivers have undergone testing for controlled substances prior to performing a safety sensitive function? Comments | Answer Yes |
| Question Driver # 12 - Section # 382.303(a) Critical Has the carrier conducted post accident testing on drivers for alcohol and/or controlled substances? Comments | Answer N/A |
| Question Driver # 13 - Section # 382.305 Acute Has the carrier implemented random testing program? Comments | Answer Yes |
| Question Driver # 14 - Section # 382.305(b)(1) Critical Has the carrier conducted random alcohol testing at an annual rate of not less than the applicable annual rate of the average number of driver positions? Comments Enrolled in random testing program Nov 11, 2008 | Answer N/A |





Part B - Questions and Answers

An asterisk (*) beside an answer indicates an area of non-compliance by the motor carrier, and negatively affects the results of the audit.

Question Driver # 15 - Section # 382.305(b)(2) Critical

Has the carrier conducted controlled substance testing at an annual rate of not less than the applicable annual rate of the average number of driver positions?

Answer

N/A

Comments

Enrolled in random testing program Nov 11, 2008

Question Driver # 16 - Section # 40.305(a)

Has the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive functions?

Answer

N/A

Comments**Question** Driver # 17 - Section # 40.309(a)

Is the carrier conducting follow-up testing as directed by the Substance Abuse Professional?

Answer

N/A

Comments**Question** Driver # 18 - Section # 382.211 Acute

Has the carrier used a driver who has refused to submit to an alcohol or controlled substances test required under Part 382?

Answer

No

Comments**Question** Driver # 19 - Section # 382.503 Critical

Has the carrier used a Substance Abuse Professional as required by 49 CFR Part 40 Subpart O?

Answer

N/A

Comments**Question** Driver # 20 - Section # 383.23(a) Critical

Has a driver operated a commercial motor vehicle without a current operating license, or a license, which hasn't been properly classified and endorsed?

Answer

No

Comments**Question** Driver # 21 - Section # 383.37(a) Acute

Has the motor carrier allowed its drivers who's CDLs have been suspended, revoked or canceled by a state, have lost the right to operate a CMV in a State, or have been disqualified from operating a CMV to operate a commercial motor vehicle?

Answer

No

Comments**Question** Driver # 22 - Section # 383.51(a) Acute

Has the motor carrier knowingly allowed, required, permitted, or authorized a driver to drive who is disqualified to drive a commercial motor vehicle?

Answer

No

Comments**Question** Operation #1 - Section # 395.8(a) Critical

Does the carrier require drivers to make a record of duty status?

Answer

Yes

Comments

**Part B - Questions and Answers**

An asterisk (*) beside an answer indicates an area of non-compliance by the motor carrier, and negatively affects the results of the audit.

Question Operation #2 - Section # 395.8(i) Critical

Does the carrier require drivers to submit records of duty status within 13 days?

Answer

Yes

Comments**Question** Operation #3 - Section # 395.8(k)(1) Critical

Can the carrier produce records of duty status and supporting documents for selected drivers?

Answer

Yes

Comments**Question** Operation #4 - Section # 395.3(a)(1) Critical

Has the carrier allowed driver(s) to exceed the 11-hour rule? (Property)

Answer

N/A

Comments**Question** Operation #5 - Section # 395.3(a)(2) Critical

Has the carrier allowed driver(s) to exceed the 14-hour rule? (Property)

Answer

N/A

Comments**Question** Operation #6 - Section # 395.3(b)(1) Critical

Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Property)

Answer

N/A

Comments**Question** Operation #7 - Section # 395.3(b)(2) Critical

Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Property)

Answer

N/A

Comments**Question** Operation #8 - Section # 395.5(a)(1) Critical

Has the carrier allowed driver(s) to exceed the 10 hour rule? (Passenger)

Answer

No

Comments**Question** Operation #9 - Section # 395.5(a)(2) Critical

Has the carrier allowed driver(s) to exceed the 15 hour rule? (Passenger)

Answer

No

Comments**Question** Operation #10 - Section # 395.5(b)(1) Critical

Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Passenger)

Answer

N/A

Comments**Question** Operation #11 - Section # 395.5(b)(2) Critical

Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Passenger)

Answer

No

Comments

**Part B - Questions and Answers**

An asterisk (*) beside an answer indicates an area of non-compliance by the motor carrier, and negatively affects the results of the audit.

| | |
|---|-----------------------|
| Question Operation #12 - Section # 395.8(e) Critical Does available evidence indicate a selected driver has prepared a false record of duty status? Comments | Answer No |
| Question Operation #13 - Section # Does the carrier adhere to a disciplinary policy for noncompliance with Part 395? Comments | Answer No * |
| Question Operation #14 - Section # 395.1(e) Does the carrier have a system for recording hours of duty status on 100- mile radius drivers, and are they properly utilizing the 100 air-mile radius exemption? Comments | Answer N/A |
| Question Operation #15 - Section # 392.2 Critical Does the motor carrier ensure that drivers operate commercial motor vehicles in accordance with the laws, ordinances, and regulations of the jurisdictions in which they are operating? Comments | Answer Yes |
| Question Operation #16 - Section # 392.9(a)(1) Critical Does the carrier ensure that drivers are not permitted to drive a vehicle without the cargo properly distributed and adequately secured? Comments | Answer Yes |
| Question Operation #17 - Section # 392.4(b) Acute Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, narcotic drugs, amphetamines, or any other substances capable of rendering the drivers incapable of safely operating motor vehicles? Comments | Answer No |
| Question Operation #18 - Section # 392.5(b)(1) Acute Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, intoxicating beverages? Comments | Answer No |
| Question Operation #19 - Section # 392.5(b)(2) Acute Have any drivers operated a commercial motor vehicle within 4 hours of having consumed intoxicating beverages? Comments | Answer No |
| Question Maintenance # 1 - Section # 396.3(b) Critical Can the carrier produce maintenance files for requested vehicle(s)? Comments | Answer Yes |



**Part B - Questions and Answers**

n asterisk (*) beside an answer indicates an area of non-compliance by the motor carrier, and negatively affects the results of the audit.

Question Maintenance # 2 - Section # 396.17(a) Critical

Can the motor carrier produce evidence of periodic (annual) inspections for selected vehicles?

Answer

Yes

Comments**Question Maintenance # 3 - Section # 396.11(a) Critical**

Does the motor carrier require drivers to complete vehicle inspection reports daily?

Answer

N/A

Comments**Question Maintenance # 4 - Section # 396.11(c) Acute**

Does the carrier ensure that out-of-service defects listed by the driver in the driver vehicle inspection reports are corrected before the vehicle is operated again?

Answer

N/A

Comments**Question Maintenance # 5 - Section # 396.9(c)(2) Acute**

Does the carrier ensure vehicles that have been declared "out-of-service" do not operate before repairs have been made?

Answer

N/A

Comments**Question Maintenance # 6 - Section # 396.19**

Is the carrier using qualified inspectors (mechanic) and maintaining evidence of the inspector's qualifications?

Answer

N/A

Comments**Question Maintenance # 7 - Section # 396.3**

Can the carrier explain its systematic, periodic maintenance program?

Answer

Yes

Comments**Question Other # 1 - Section # 375.211**

Does the carrier participate in an Arbitration Program?

Answer

N/A

Comments**Question Other # 2 - Section # 3702**

Does the carrier assess shipper freight charges based upon published tariffs?

Answer

N/A

Comments**Question Other # 3 - Section # 375.401(c)**

Does the carrier provide reasonably accurate estimates of moving charges?

Answer

N/A

Comments**Question Other # 4 - Section # 375.407(a), 375.703(b)**

Has the carrier avoided "hostage freight" or other predatory practices?

Answer

N/A

Comments



CAPITAL CONNECTIONS (INTEGRITY COMPREHENSIVE TRANS dba)
U.S. DOT #: 1605939

Review Date:
01/14/2009

Part B - Questions and Answers

An asterisk (*) beside an answer indicates an area of non-compliance by the motor carrier, and negatively affects the results of the audit.

Question Other # 5 - Section # 387.301(a), 387.301(b)

Does the HHG carrier have sufficient levels of public liability and cargo insurance?

Answer

N/A

Comments

Question Other # 6 - Section # 13901

Is the motor carrier authorized to conduct interstate operations in the United States?

Answer

Yes

Comments

Note: No Hazardous Materials questions were asked because the carrier does not carry Hazardous Materials in Interstate Commerce.



**Part B Requirements and/or Recommendations**

1. Copies of the regulations, forms, interpretations, and manuals are available from a variety of sources. Check the FMCSA website for a current list of suppliers. www.fmcsa.dot.gov/safety-security/eta/index.htm
2. A copy of your carrier profile can be obtained for \$20 from the SAFER website (<http://safer.fmcsa.dot.gov>) or by calling 800-832-5660 or 703-280-4001. You can also write: Computing Technologies Inc. P.O. Box 3248, Merrifield, VA 22116-3248. Profile cost if ordered by mail or phone is \$27.50.
3. If you have any questions concerning this report, please contact the South Carolina Department of Motor Vehicles, Motor Carrier Services - 10311 Wilson Blvd, Blythewood, SC (803) 896-9977
4. Maintain all required controlled substance testing records including yearly summaries, quarterly summaries, test information, test results, records of training etc., as required by 49 CFR Parts 40 and 382 of the FMCSR.
5. Use of radar detectors or similar devices on commercial vehicles is illegal. Do not require or permit drivers to use them. Take appropriate disciplinary action against drivers if they are using such devices.
6. Do not schedule or require drivers to make trips requiring them to exceed posted speed limits in order to complete the run within the hours of service limits.
7. Ensure that all documents supporting records of duty status (such as toll, fuel repair and other on-the-road expense receipts, as well as invoices, bills of lading, dispatch records, etc.) are kept on file for at least 6 months.
8. Toll receipts and other on-the-road expense receipts, invoices, bills of lading, dispatch records, and other "supporting document" must be kept on file for six (6) months. This requirement also applies to records generated by the use of owner-operators. You may keep legible photocopies in lieu of originals.
9. Notice: On April 28, 2003, the FMCSA published a final rule revising the hours-of-service regulations for commercial motor vehicle drivers. Under the new rule, drivers may drive 11 hours after 10 consecutive hours off-duty, but may not drive beyond the 14th hour after coming on-duty. Similar to existing rules, drivers may not drive after being on-duty for 60 hours in a seven-consecutive-day period or 70 hours in an eight-consecutive-day period. This on-duty cycle may be restarted whenever a driver takes at least 34 consecutive hours off-duty. Short-haul truck drivers, who routinely return to their place of dispatch after each duty tour and then are released from duty, may have an increased on-duty period of 16 hours once during any seven consecutive day period.

Carriers and commercial motor vehicle drivers are required to comply with the current hours-of-service rules through January 3, 2004. Compliance with the "new" regulations is mandatory for all carriers, except passenger-carrying operations, beginning on January 4, 2004. Passenger-carrying motor carriers and drivers are not subject to the new maximum driving limits. For more information on these regulations, please access the FMCSA website at www.fmcsa.dot.gov.
10. A complete Educational and Technical Assistance package entitled "A MOTOR CARRIER'S GUIDE TO IMPROVING HIGHWAY SAFETY" is available free on the FMCSA website to assist you in complying with the safety regulations. It contains many forms and documents useful for improving the safety of your operations. Check: www.fmcsa.dot.gov/factsfigs/eta/index.html.
11. Establish a system to control passenger-carrying drivers' hours of service. Do not dispatch drivers who don't have adequate hours available to complete assigned trips legally. Do not allow drivers to exceed the 10, 15, and 60/70-hour limits.
12. For questions about DOT numbers or biennial updates: 800-832-5660 or 703-280-4001
For questions about licensing, authority or MC numbers: 202-366-9805
For questions about insurance: 202-385-2423





CAPITAL CONNECTIONS (INTEGRITY COMPREHENSIVE TRANS dba)

U.S. DOT #: 1605939

Review Date:

01/14/2009

Part B Requirements and/or Recommendations

For household goods complaints: 888-DOT-SAFT (888-368-7238)





Part B

Your Proposed Safety Audit Result is: **PASS**

Explanation of Scoring Methodology

| Factor | Failed Questions | | Performance Test Status | Total Points | Factor Status |
|------------------------|------------------|-------|----------------------------|-----------------|------------------|
| | Critical | Acute | | | |
| 1. General | 0 | 0 | - | 0 | PASS |
| 2. Driver | 0 | 0 | - | 0 | PASS |
| 3. Operations | 0 | 0 | - | 0 | PASS |
| 4. Maintenance | 0 | 0 | PASS | 0 | PASS |
| 5. Hazardous Materials | - | - | - | - | - |
| 6. Accidents | - | - | PASS - 0.00 | - | PASS |
| SUM | 0 | 0 | | 0 | PASS |

Result: Carrier has adequate basic safety management controls in place.

NOTE: Carrier has the right to request a review of this determination if there are factual or procedural disputes.

HOW THE SA IS SCORED

FACTORS - The Federal Motor Carrier Safety and Federal Hazardous Material Regulations are categorized into six factors. Multiple questions address the various factors. The Part B Question & Answer Report lists the CFR section numbers related to each question.

CRITICAL/ACUTE - Questions are also defined as CRITICAL, ACUTE or neither depending on the significance of the underlying regulation. Questions are assigned a point value if they are incorrectly answered. Critical = 1 and Acute = 1.5. The point values are summed for each factor. Any factor with a point value of 3 or more is marked "FAILED".

OUT OF SERVICE (OOS) RATE - The Driver/Vehicle OOS rate is used in factor #4 as another question. If there have been more than three level 1, 2, or 5 North American Standard Inspections conducted over the past year, they will be summarized. If the summed OOS rate is over 34%, one additional point is assigned to that factor.

CRASH FACTOR - Carriers are defined as urban or non-urban in order to compensate for the higher crash risk of urban operations. Urban carriers are defined as those that operate within a 100 air-mile radius. The crash rate for a carrier is calculated as accidents per million miles traveled. Factor #6 is "FAILED" if the urban carrier crash rate exceeds 1.7 or the non-urban carrier crash rate exceeds 1.5.

OVERALL STATUS DETERMINATION - Any carrier with 3 or more "FAILED" factors is deemed to have failed the Safety Audit by having inadequate safety management controls in place to operate in the U.S.



US DOT #
1605939

Legal: INTEGRITY COMPREHENSIVE TRANSPORTATION SERVICES INC
Operating (DBA): CAPITAL CONNECTIONS

MC/MX #: 660693

Federal

Review Type: Safety Audit - New Entrant - Receipt

Scope: Entire Operation

Location of Review/Audit: Company facility in the U. S.

Territory:

Operation Types Interstate Intrastate

Carrier: Non-HM N/A
Shipper: N/A N/A
Cargo Tank: N/A

Business: Corporation
Gross Revenue: \$1,200.00 for year ending: 12/31/2008

Company Physical Address:

101 TEAL WAY
COLUMBIA, SC 29229

Contact Name: Eric Eaddy

Phone numbers: (1) 877-766-7005 (2) 803-673-1622 Fax 803-740-6462

E-Mail Address:

Company Mailing Address:

101 TEAL WAY
COLUMBIA, SC 29229

Report Summary

| Report | # of Pages |
|------------------------------|------------|
| Part A - General | 2 |
| Part B - Questions & Answers | 7 |
| Part B - Proposed Result | 1 |
| Part B - Recommendations | 2 |
| Review/Audit Receipt Page | 1 |
| Total Pages | 13 |

Disclaimer: By signing below, I acknowledge that I have received a copy of this review/audit and agree with the total number of pages indicated (above) for each document. My signature does not imply agreement with the findings of the review/audit, however they have been discussed in detail with me.

QUESTIONS regarding this report or the Federal Motor Carrier Safety or Hazardous Materials rules may be addressed to the Office of Motor Carriers at:

10311 Wilson Blvd. or PO Box 1498 Blythewood, SC 29016-0027
attn: James Lyons (803)896-9977 or (803)530-4929

This SAFETY AUDIT will be used to assess your safety compliance.

Person(s) Interviewed

Name: Eric Eaddy

Name: Karim Johnson

Title: CEO

Title: CEO, Georgia Operations

Reported By:

Title:

Code: SC0162

Date: 1/14/2009

Received By:

Title:

